AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

1-7. (Canceled).

8. (Currently Amended) A method for generating a triggering decision for a restraint mechanism in a vehicle, comprising:

~~conjoining vehicle dynamics data including at least a vehicle lateral acceleration and a rate of rotation about the longitudinal axis of the vehicle as a part of the method for generating the triggering decision; and~~

~~comparing the vehicle lateral acceleration to a first threshold value as an additional part of the method for generating the triggering decision, wherein the first threshold value is set at least as a function of at least one component of the velocity of the vehicle's center of gravity.~~

ascertaining at least a velocity of the vehicle's center of gravity, a vehicle lateral acceleration, and a rate of rotation about the longitudinal axis of the vehicle;

comparing the vehicle lateral acceleration to a first threshold value, wherein the first threshold value is set at least as a function of at least one component of the velocity of the vehicle's center of gravity, wherein the comparing results in a first triggering decision;

conjoining at least the vehicle lateral acceleration and the rate of rotation about the longitudinal axis of the vehicle, wherein the conjoining results in at least a second triggering decision; and

generating the triggering decision for the restraint mechanism in the vehicle, wherein the generating takes into account at least the first and second triggering decisions.

9. (Currently Amended) The method as recited in Claim 8, wherein the ~~conjunction of the vehicle dynamics data~~conjoining is performed in such a way that at least one of the vehicle lateral acceleration and the rate of rotation about the longitudinal axis of the vehicle is compared to at least one pair of values ~~for generating the triggering decision~~, the at least one

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pair of values ~~for generating the triggering decision~~ being formed as a function of the at least one component of the velocity of the vehicle's center of gravity.

10. (Previously Presented) The method as recited in Claim 9, wherein at least one set of pairs of values for the at least one component of the velocity of the vehicle's center of gravity is stored, and wherein a new set of pairs of values is obtained by extrapolation from the at least one set that is stored.

11. (Previously Presented) The method as recited in Claim 8, further comprising:

comparing the at least one component of the velocity of the vehicle's center of gravity to a second threshold value that is a function of a type of the vehicle, wherein triggering of the restraint mechanism is prevented if the second threshold value is not reached.

12. (Previously Presented) The method as recited in Claim 10, wherein determination of the at least one set of pairs of values is influenced as a function of a precision of the velocity estimate for the at least one component of the velocity of the vehicle's center of gravity.

13. (Currently Amended) The method as recited in Claim 8, further comprising:

comparing the rate of rotation to a third, fixed threshold value ~~for generating the triggering decision~~.

14. (Currently Amended) The method as recited in Claim 8, further comprising:

comparing the rate of rotation to a third threshold value ~~for generating the triggering decision~~, the third threshold value being set as a function of the at least one component of the velocity of the vehicle's center of gravity.

15. (Previously Presented) The method as recited in Claim 8, wherein the first threshold value is varied as a function of the rate of rotation.

16. (New) The method as recited in Claim 8, further comprising:

comparing the at least one component of the velocity of the vehicle's center of gravity to a second threshold value that is a function of a type of the vehicle, wherein triggering of the restraint mechanism is prevented if the second threshold value is not reached;

wherein at least one set of pairs of values for the at least one component of the velocity of the vehicle's center of gravity is stored, and wherein a new set of pairs of values is obtained by extrapolation from the at least one set that is stored.

17. (New) The method as recited in Claim 16, wherein determination of the at least one set of pairs of values is influenced as a function of a precision of the velocity estimate for the at least one component of the velocity of the vehicle's center of gravity.

18. (New) The method as recited in Claim 17, further comprising:

comparing the rate of rotation to a third, fixed threshold value.

19. (New) The method as recited in Claim 16, further comprising:

comparing the rate of rotation to a third, fixed threshold value.

20. (New) The method as recited in Claim 17, further comprising:

comparing the rate of rotation to a third threshold value, the third threshold value being set as a function of the at least one component of the velocity of the vehicle's center of gravity.

21. (New) The method as recited in Claim 16, further comprising:

comparing the rate of rotation to a third threshold value, the third threshold value being set as a function of the at least one component of the velocity of the vehicle's center of gravity.

22. (New) The method as recited in Claim 17, wherein the first threshold value is varied as a function of the rate of rotation.

23. (New) The method as recited in Claim 16, wherein the first threshold value is varied as a function of the rate of rotation.

24. (New) The method as recited in Claim 17, further comprising:

comparing the rate of rotation to a third, fixed threshold value;

wherein the first threshold value is varied as a function of the rate of rotation.

25. (New) The method as recited in Claim 16, further comprising:

comparing the rate of rotation to a third, fixed threshold value;

wherein the first threshold value is varied as a function of the rate of rotation.

26. (New) The method as recited in Claim 17, further comprising:

comparing the rate of rotation to a third threshold value, the third threshold value being set as a function of the at least one component of the velocity of the vehicle's center of gravity;

wherein the first threshold value is varied as a function of the rate of rotation.

27. (New) The method as recited in Claim 16, further comprising:

comparing the rate of rotation to a third threshold value, the third threshold value being set as a function of the at least one component of the velocity of the vehicle's center of gravity;

wherein the first threshold value is varied as a function of the rate of rotation.